6. It is prescribed that road safety devices would be fitted in the vehicles *viz.* direction indicators with blinkers system for vehicles, special labels on carriages carring dangerous or hazardous goods.
7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.
8. Strict and rigid enforcement of traffic rules and regulations.
9. Regular special drive against rash and neglegent driving, driving without driving licences, drunken driving, defective head-lights, over-speeding, over-loading etc.
10. Regular prosecution of violation through issue of notices.
11. School children are regularly imparted necessary training/ educations in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.
12. Introduction of blinkers/signals at accident prone areas.
13. Prosecution through Radar Guns.
14. More Police presence in accident prone areas.
15. Special morning drives and night mobile patrolling.
16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.
17. Painting of bus boxes, yellow boxes.
18. Special night checking on Highways.
19. Special Drive against buses, HTVs, TSRs, Taxis etc.
20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

Losses incurred by DTC

442. SHRI RAM DAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the reported loss of Rs. 200 crores for the current financial year incurred by the D.T.C. is the highest as compared to Bombay, Madras Public Transport Systems;

(b) whether it is also a fact that whereas the populations of Delhi had increased by 16 lakhs during the last four years but the number of D.T.C. buses declines by 700 and out of the present fleet of 4,800 buses, 42 per cent are overage; and

(c) if so, what are the reasons therefor and what steps Government have taken so far to improve the present state of DTC?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) There has been a marginal increase in the number of DTC buses, but not to the extent required by population growth. As on 30.10.1992 DTC had 41.57% overaged buses in its fleet.

(c) Due to inadequate financial resources, it has not been possible for DTC to replace its fleet to the required extent.

Government have been continuously monitoring the performance of DTC with a view to improve its functioning. Increase in fuel efficiency and tyre life, reduce break downs by better maintenance practice and economy in expenditure have been some of the measures regularly being undertaken. Plugging leakage of revenue is another measure which DTC undertakes through effective checking. To provide fast and comfortable travel facilities to the commuters, DTC have introduced Green-Line Service on a higher fare structure. Route rationalisation is also being undertaken by DTC to reduce losses due to un-economic operation.

दिल्ली की परिवहन प्रणाली में सुधार

443. **मौलाना ओबैदुल्ला खान आज़मी**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली में रेड-लाइन सेवा की कितनी बसें अब तक किस-किस रूट पर लगाई गई हैं